



TRAFFIC HAZARDS AND TRAFFIC ENGINEERING

FC No.: 1032

Date: 03-03-03

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I. Policy

It is the policy of this department for members to attempt to resolve any traffic hazard or road defect coming to their attention. This includes defects to public facilities, utilities, etc. Members will take appropriate corrective action to remove the hazard or provide for its removal by county, state, or private agencies that have specific responsibility for correcting such hazards.

II. General Guidelines

Officers encountering a road hazard such as a non-functioning traffic signal or debris in the roadway will:

- 1. Take reasonable steps to remedy the situation.
- 2. Make notification to the appropriate agency to arrange for correction or removal of the hazard.
- 3. Remain on the scene and, if necessary, provide traffic direction and control until the threat to life and property is removed.

III. Correcting Road or Engineering Defects (CALEA 61.4.2)

A. Defects or Hazards Requiring Emergency Repair or Removal

- 1. Any defective traffic control device that affects the movement of traffic is considered in need of emergency repair for the purposes of this directive. Likewise, any debris, hazardous material, or dead animal that presents a hazard must be considered

as an emergency for purposes of this directive. For example:

- a. Traffic signals,
 - b. Stop signs,
 - c. Yield signs,
 - d. Do Not Enter signs,
 - e. Oil/antifreeze spills, and
 - f. Dead/injured animals.
- 2. Officer Responsibility - Officers observing a defect requiring emergency repair or a hazardous debris problem will notify ECC, via radio **or mobile data computer**, of the location and nature of the incident. Officers noticing a traffic flow problem which could be alleviated by re-timing of a computerized traffic signal will notify either MC 10 or Traffic Management Center (TMC) via ECC.
 - 3. ECC Responsibility
 - a. ECC will maintain a list of notification telephone numbers for various public agencies and utilities.
 - b. When notified of a defect, ECC personnel will notify the appropriate agency.

B. Routine Repairs, Maintenance, or Improvements (CALEA 61.3.1.a)

- 1. Officers will refer to FC 1021, "Motor Vehicle Collisions," when collision damage occurs to county property and no report is written.
- 2. Officers observing a need for routine repairs and maintenance to traffic control devices or public utilities, or a non-emergency road engineering improvement, will complete an MCP 38, "Defect Notice," and forward the form to their district commander. Examples of engineering defects include, but are not limited to:
 - a. Defects in the road itself.
 - b. Lack of, or defects in, highway safety features (e.g., impact attenuation devices, reflectors).
 - c. Lack of, improper, or visually obstructed traffic control devices and/or traffic control and informational signs.
 - d. Lack of or defective highway lighting systems.

3. The district commander, or designee, will determine the appropriate agency to make the repairs and will fax the form directly to that agency.
4. The original MCP 38 will be filed at the district station, alphabetically by street name.
5. The district commander will also establish procedures to periodically review the file to determine if a correlation exists between noted defects and collisions at that location. If a correlation is noted, the agency responsible for correcting the defect will be contacted to ensure that appropriate action is being taken.

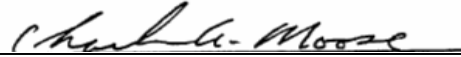
IV. Coordination With the Montgomery County Department of Public Works and Transportation (DPW&T) (CALEA 41.2.5, 61.3.7)

- A. All requests for information, service, or action regarding long-term traffic engineering problems/solutions, originating from the DPW&T will be coordinated through the district commander or OIC of a particular traffic detail (e.g., Kemper Open, County Fair, etc.).
- B. Such requests will include but are not be limited to:
 1. Requests for traffic/parking survey information.
 2. Collision/engineering/safety studies.
 3. Traffic planning/management issues that require DPW&T input.
 4. Use of DPW&T equipment or resources for special events.
 5. The need for signal or sign changes to address traffic pattern/flow problems.
- C. All other requests for routine service may be handled as enumerated in section III above.

V. Proponent Unit: Field Services Bureau Administration

VI. Cancellation

This directive cancels Function Code 1032, dated 08-10-00.



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